

AMENDMENT TO THE CLAIMS

1. (Previously amended) A method for reducing emissions of common rail fuel system compression ignition engine without substantial reduction in acceleration, the method comprising running said engine on a fuel comprising a diesel fuel characterized by having a density of about 0.83 g/cc or less, a viscosity of about 3 cSt or less at 40°C, and a sulfur content of about 0.05 wt% or less.

2. (Previously amended) The method of claim 1, wherein said density is about 0.825 g/cc or less.

3. (Previously amended) The method of claim 1, wherein said density is about 0.820 g/cc or less.

4. (Previously amended) The method of claim 1, wherein said viscosity is about 2,6 cSt or less at 40°C.

B1 5. (Previously amended) The method of claim 2, wherein said viscosity is about 2.6 cSt or less at 40°C.

6. (Previously amended) The method of claim 3, wherein said viscosity is about 2.6 cSt or less at 40°C.

7. (Previously amended) The method of claim 1, wherein said viscosity is about 2.1 cSt or less at 40°C.

8. (Previously amended) The method of claim 2, wherein said viscosity is about 2.1 cSt or less at 40°C.

9. (Previously amended) The method of claim 3, wherein said viscosity is about 2.1 cSt or less at 40°C.

10. (Cancelled)

b1 11. (Currently amended) The method of ~~claim 12~~ claim 1, 2, 3, 4, 5, 6, 7, 8 or 9, wherein said sulfur content is about 0.04 wt% or less.

12. (Currently amended) The method of claim ~~10~~ 11, wherein said sulfur content is about 0.03 wt% or less.

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